



SCP TRIBUNE[®]

Dangers Piling On

Weatherwise, this seems a season of extremes. A rogue wave washed a tribal fisheries official off a vessel in our calm Puget Sound. Also, this November the 1200-foot containership **One Aquila** limped into Tacoma with stacks of damaged containers and cargoes.

Container and cargo salvage can be the most dangerous repair job. Why? Because 3 serious dangers land at once on the shoulders of the Competent Person. How so??



twitter.com/nobuya0827/status

First, any tipped container means deformed lashing rods and turnbuckles. Those thick turnbuckles must now be cut with a torch to free the container.

But there's no staging for burners up there; that work will likely be done from a derrick barge's manbasket, while a second crane takes the weight of the freed container. (Continued)

TRAINING SCP CLASSES

Full 3-Day Courses

MAR 2-4 @ Fishermen's Terminal
MAR 17-19 ONLINE
APR 6-7 @ Fishermen's Terminal

1-Day Update Courses

FEB 25 ONLINE
MAR 11 @ Fishermen's Terminal
MAR 25 ONLINE
APR 15 @ Fishermen's Terminal
APR 29 ONLINE

Fishermen's Terminal:

Nordby Conference Room

NOW Available as a WEBINAR!

OSHA 10 Maritime
OSHA 30 Maritime

Training on 29 CFR 1915 provides methods on recognition, avoidance, abatement, and prevention of safety and health hazards in workplaces specific to the maritime industry.

Please call our office for details.

Dangers Piling On, Cont.



And the second danger? Remember that rivers of white hot slag and sparks from the cutting torch will rain on everything below. So? The containers won't catch fire, will they? But some containers below are broken and likely lost their cargoes. Fortune cookies or flat screens? No problem. But runaway solvents, hydraulic fluid or reactive chemicals trapped below are really fire hazards. Cutting those container lashings is major ship repair hot work and, says OSHA and your insurance policies, demands the services of a Shipyard Competent Person.

And the Third Big Danger? All these essential people have to be organized: Someone has to make sure that torch slag is contained; that the riggers and operators know exactly what's going on; that the firewatches are properly positioned; that their water lines are charged and at the ready; and that no gassy volatiles are waiting below.

So we're talking very experienced riggers to control the cranes; and very experienced Shipyard Competent Persons to control the sparks and slag with effective fire protection.

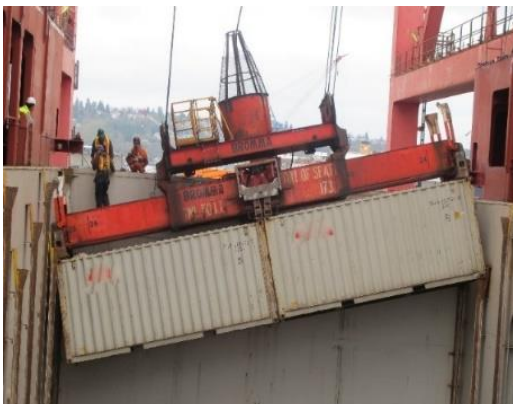


Years ago at Pier 5 the **APL China** was such a case study. 20 Containers in 3 stacks were ready to go over the side. And one container had fractured, spilling its cargo 3-feet deep on the main deck. The cargo? Thousands of plastic **BUGS!** (Remember the movie?? Made in China, the toys were sold with Happy Meals to promote Pixar's "A Bug's Life" As the burner cut the lashings, two Competent Persons with charged 1-1/2 inch lines

saw to it that 10,000 purple Bugs floating in hydraulic fluid did not catch fire on the evening news. The point of all this? Salvage operations like these involve hot work on vessels afloat. Thus, they are regulated by OSHA and must be attended by a Shipyard Competent Person. And don't short yourself. Talk with the Chemist! Our Craig Trettevik and Lucas Kuebler have each attended fire-damaged container vessels under repair. They know the drill.



Broken Open! What's the Cargo?



Amy Liu Organizes The Guys

Keeping Cal Gas From the TSA



The words apply to the testing we do on the job. They apply to our bright flashlights and the effort it takes to get down to the deep spot. They guide our work and will probably be carved as our epitaph: **Deal In The World of Certainty.**

But strive as we may, at times we come up short. Such as when the Chemist flew into Dutch Harbor only to find that the TSA, mistaking him for an ISIS bomb-thrower, took away his cylinder of calibration gas. How then to be certain? 1 strategy... Stop by the smoke shop for can of butane. Then all 3.78 liters in an empty milk bottle adjusted to about 1% butane gives the combustible gas cell about 50% of the butane needed to explode, and you're reliably in the right world.

But those less trusting of the TSA and with some cash-on-hand might invest in the mini-bottle pictured. The TSA apparently doesn't mind them and they're good for about 10 calibration sessions, and maybe 25-30 bumps.

Congratulations to **Phillip Stroud** of the **Washington State Ferries** the winner of December's quiz.

Honorable Mentions: Reinaldo Sandoval, Rick Chalker, Michael Santini

Best Imagination: Kitten Burgess: "Doesn't know right answer: But if cell has unshielded Krypton lamp, Superman would be sad..."

Q: Your basic 4-gas air meter tests oxygen, combustible gas, carbon monoxide and hydrogen sulfide. When you take the back off the meter and look at the cells, one has a distinctive metallic look. Which one? And Why?

A: Combustible Gas (L.E.L) Cell: miniature flame screen prevents explosions.

March's Question: Before boilermakers turn on their oxy acetylene gear, before refrigeration contractors charge a system with freon, and before.. the Chemist charges a tank/vent with inert gas, what test should each do religiously?

Please send your answers to newsletter@soundtestinginc.com or admin@soundtestinginc.com before March 25th, 2021. The winning answer will be picked randomly from amongst other correct entries by Mr. Adam and Mr. Evan Liu.